

HOW TO PASS MY MOTORCYCLE TEST

WHAT YOUR EXAMINER IS LOOKING FOR?

- ⌘
- ⌘ Your machine is roadworthy
- ⌘ Your Provisional licence (a) in date (b) correct category
- ⌘ Your ta• disc is displayed on your bike
- ⌘ Your letter of test date notification

DO

- ⌘ Wear fluorescent / reflective vest with Learner Plates Front and rear
- ⌘ Wear protective clothing (gloves, jacket, boots)
- ⌘ Fasten strap on helmet
- ⌘ Have a clean bike/ clear visor
- ⌘ Arrive 10 minutes early
- ⌘ Switch off your mobile phone
- ⌘ Smile and be confident and positive

YOUR EXAMINER

- ⌘
- ⌘ Will need you to sign a declaration (this states that the bike is roadworthy and insured)
- ⌘ Will need to check your licence
- ⌘ Will ask you questions on the Rules of the Road including identifying road signs.
- ⌘ Will get you to demonstrate your hand signals
- ⌘ Will check your brake light, indicators and lights front and rear are all working. And the ta• disc is in date and is properly displayed on the bike not concealing the number plate.
- ⌘ Will ask you several questions on regular mechanical/safety checks to be made to your motorcycle. These include **weekly** checks; oil level (how to check it). Tyres (wear (1mm minimum tread depth), damage and pressure). Chain (lubrication and tension 25mm approx) May want you to explain how you tighten the chain. Brake pad wear 1mm minimum. And your **daily** checks are lights (working with clean lenses and no cracks) brake fluid level is full squeezing lever to ensure its not spongy. The engine kill switch? s purpose is for emergency use to stop the engine in case of a fall should your examiner ask.
- ⌘ Will equip you with a radio and earpiece and give you instructions on its usage.
- ⌘ Will follow you in a car and give you directions over the radio.
- ⌘ Will want you to pull in and perform a U-turn with both feet up. But only if you can, if the Motorcycle your riding, the width of the road and weather conditions don? t allow this then dropping your foot towards the end or backing the bike up in order to complete the turn is totally acceptable.
- ⌘ Will want you to ride slowly at about walking pace whilst he drives behind you or walks beside you.
- ⌘ Will want you to push your motorcycle forwards (and maybe backwards) approx 5 metres.

Test duration will be approximately 40 minutes to 1 hour long from beginning to end.

WHERE YOU MIGHT FAIL!



Your examiner will be marking your performance throughout the test.

There are three categories of mistakes. **Grade 1** (minor mistakes which have no effect on the overall test result). **Grade 2** (medium mistake) which you allowed to make up to **8 overall OR** up to **5** under **one heading** (see below) **OR** up to **3** for **one single aspect** of your riding. **Grade 3** (serious mistake) **1** of these will result in **automatic failure**.

1. LACK OF REAR OBSERVATION

Shoulder checks (safety glance) must be done before each turn (left shoulder going left, right shoulder going right) or **before** any lane changes or significant manoeuvres on the road.

Regular mirror checks whilst riding (move your head slightly to prove this!).

Regular mirror checks even when stopped and waiting on the road.

2. ROAD POSITIONING

Ride in the centre of your lane at all times, when necessary change position, and then return to the centre of your lane.

Correct positioning at junctions on the approach and arrival at.

Do not ride too close to parked vehicles (keep a doors length away if possible if not reduce speed).

3. INADEQUATE SIGNALLING

Not signalling correctly, lack of / overusing / forgetting to cancel signals (which can result in a **Grade 3**!).

If you need to change your position towards the centre of the road or beyond for either a parked vehicle or obstruction shoulder check **first** then use your indicator 4 to 5 flashes of the indicator will do **before** and **during** this manoeuvre.

4. LACK OF PROGRESS

Going too slow, if it's safe to ride at 50kph (30mph) then do so. Watch for any changes in the speed limit throughout the test and adjust your speed to those limits if it's safe to do so. Breaking the speed limit by more than 10kph (6mph) will result in a **Grade 3**.

Being over cautious at junctions especially when turning right.

5. NOT OBEYING ROAD SIGNS / MARKINGS / TRAFFIC LIGHTS

Not stopping where there is stop sign or solid white line across the road or at a red light will result in a **Grade 3**. Entering chevrons (diagonal white stripes), crossing over a continuous white line or stopping in a box junction.

6. REACTION TO HAZARDS

A hazard is something you will either have to change your position or speed for or both.

How soon you react to parked vehicles, pedestrians, buses stopping or stopped, emerging vehicles, potholes ect ect.....

ALWAYS

1. **MIRROR CHECK**
2. **SIGNAL.**
3. **SAFETY GLANCE (IN DIRECTION YOUR GOING)**
4. **CHANGE POSITION.**

TIPS.

Always hold front brake getting on / off your bike. Hold / press rear brake when stopped so that brake light shows.

Thank other road users who give you the right of way (nod of the head).



QUESTIONS

B

B Know your road signs from the Rules of the Road Page 178 to 191

1. When can you overtake on the left/ inside?

- (a) When the vehicle in front is turning right (b) when the lane on the right is moving slower.
(c) When turning left and you have indicated to do so.

2. When would you dip your lights from high beam?

- (a) Oncoming traffic (b) following behind traffic (c) when riding in an area with street lighting
(d) When approaching cyclists and pedestrians (e) in foggy or snowy conditions.

3. How would you react to being dazzled by the high beam of oncoming traffic?

Slow down and look to the verge

4. Box junctions; how would you treat them?

Only enter if your exit is clear and you can only stop and wait in one when turning right.

5. When can you use a bus lane?

Outside the hours displayed on the time plate.

6. Continuous white line in the centre of the road; what does it mean?

You cannot cross over it unless in an emergency or to avoid an obstruction and to make a right turn.

7. When can you use a hard shoulder?

If you breakdown.

8. Continuous yellow line in an urban area; the meaning of a (a) single (b) double?

- (a) Parking restrictions apply (b) no parking at any time.

9. Motorways; what is not allowed to use them?

- (a) Learner drivers (b) vehicles under 50cc (c) vehicles less than 50kph (d) pedestrians (e) cyclists (f) animals
(g) Invalid carriages (disabled wheelchairs)

10. Traffic lights; (a) green (b) amber (c) flashing amber; their meanings?

- (a) Go if it's safe to do so (b) stop if it's safe to do so (c) give way to traffic or pedestrians.

11. Zebra crossing; how would you know your approaching one (road markings and features)?

- (a) Flashing amber lights on black & white poles (b) zigzag white lines (no parking or overtaking) (c) painted black and white stripes.

12. What is the speed limit for (a) motorway (b) national route (c) on a regional road (R road) (d) built up area?

- (a) 120kph (b) 100kph (c) 80kph (d) 50kph unless otherwise indicated.

13. What would wet weather normally do to your braking distances?

It would double the distance.

14. What brake would you apply first?

Front first then rear.

15. Which has the most stopping power on your bike?

The front brake.

16. Which brake would you rely on more in wet or slippery conditions?

The back brake.

17. What types of road surfaces could cause you to skid or slide?

Road paint, manhole covers, metal plates, LUAS lines, tar banding, cobblestones and leaves are all slippery especially when wet. Also loose gravel, mud, diesel, oil deposits, road kills, potholes, cat's eyes, icy and snowy conditions should also be avoided.

18. Shoulder checks; when or where should they be considered?

Moving off from a parked position, pulling into park, before doing a U-turn, before turning either left or right, before changing lanes, before overtaking a moving or stopped vehicle/ obstruction, before merging onto a dual carriageway or motorway from a slip road, before leaving a roundabout, dual carriageway or motorway.

19. How would you go about turning right / left at a junction?

Check mirrors then indicate then change position to centre / left of junction then stop check left then right when it is safe to move off do a safety glance to your blind side then turn.

20. Who would have the right of way on a crossroads of equal importance?

Traffic from your right.

21. Whose responsibility is it to ensure the pillions helmet is fastened?

The riders responsibility.

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PLEASE RING, TEXT OR E-MAIL YOUR RESULT

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Motorcycle Test Changes

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1. Controlled Braking Exercise.

This exercise is done whilst travelling at 55kph (in a 60kph zone) your examiner will instruct you over the radio to 'brake down to 25kph.'

This will be done using both front and back brake and should only take the rider between 2 to 3 seconds to do. Those three seconds can be measured by counting out loud 'One thousand and one, One thousand and two, One thousand and three'. By the time you get to the 3rd second you should be down to 25kph but no lower than 20kph.

Then change down to a lower gear, check both mirrors and your examiner will then tell you to "move on" accelerate immediately but gently back up to 60kph if it's safe to do so.

This exercise is **NOT** an emergency stop. You are displaying to your examiner your ability to use your brakes if a situation arose where a hazard would cause a 30kph (18mph) reduction of speed.

2. Stationary Vehicle Overtake Exercise.

Whilst riding in a 60kph zone you will then be asked by your examiner to 'pull into the left and stop'. Your examiner will then drive his car around you and pull in further up the road (about 150 metres away). He will then get out of his car and instruct you to ride towards him and then move out of the way of his car. As you ride towards his car in the middle of your lane you will accelerate up to 55kph then check your right mirror, indicate, shoulder check and then move out leaving more than a car doors width of clearance on the overtake.

You will then be instructed to 'pull in and stop and wait'. He will then return to his car and when he is ready he will then instruct you to 'move off'.

This exercise is **NOT** a sudden swerve. You are displaying to your examiner your ability to adjust your position on the road safely should a hazard happen to alter it.

IMPORTANT MESSAGE PLEASE READ

Under no circumstance should these exercises be practised where they could interfere with any other road users. It is therefore very important before carrying out practice exercises to be aware of what is happening behind you and that you are in a 60kph speed zone.

These exercises can be done in everyday traffic situations such as moving out around a parked vehicle/obstruction or slowing on the approach to traffic lights or junctions where no other road users are driving directly behind you. Please be aware of the potential risk of an accident occurring whilst braking unpredictably and unexpectedly on a public road.

CHECK YOUR MIRRORS CAREFULLY BEFORE PRACTISING A BRAKING EXERCISE.